



# THE CHINA MAIL.

## To Let.

### TO LET.

THE FIRST FLOOR OF THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA; suitable as OFFICES. For Terms, apply to THE BANK, Hongkong, May 11, 1892. 853

### TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, May 4, 1892. 816

### TO LET.

NO. 4, HOLYWOOD ROAD, TUSCULUM, MAGAZINE GATE, Nos. 2, 4 and 10, SEVENTEEN TERRACE. Apply to DAVID SASOON, SONS & CO., Hongkong, May 16, 1892. 325

### TO LET.

NOS. 8 & 10, WYNDHAM STREET (Newly Built HOUSES at lower end of GLENLEY). Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, May 23, 1892. 927

## Intimations.

### PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has been leased by the PROPRIETORS of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly RE-novated, Redecorated and Refurnished.

A NEW and HANDSOME BAR has been Opened on the Basement, while a New BANQUET and BALL ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "Victoria HOTEL."

DORABEE & HING KEE,

Loco.,

Hongkong, May 7, 1892. 733

A. S. WATSON & CO., LIMITED.

Issue of 10,000 New Shares of \$10 each.

PURSUANT to Resolution, the GENERAL MANAGER of A. S. WATSON & CO., LIMITED, hereby invites applications from the SHAREHOLDERS of the Company for the ISSUE of 10,000 NEW SHARES of \$10 each at a Premium of 50 Per Cent., or \$15 a Share.

Each Registered Shareholder on the 31st day of MAY next applying for the New Issue will be entitled to one Share for every Five Shares registered in his name. Shares cannot be issued in respect of incomplete numbers of Five Shares and Share not applied for by those entitled to apply will be allotted among the General Manager and the Company's staff.

Applications for Shares in the New Issue will be received by the HONGKONG and SHANGHAI BANKING CORPORATION in Hongkong, from the 1st to the 4th of JUNE next, both days inclusive, and the whole amount applied for will be payable on application.

The Transfer BOOKS of the Company will be CLOSED from the 1st to the 4th day of JUNE next, both days inclusive.

The carried-up Capital of the Company is \$500,000 and 50,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$600,000 divided into 60,000 Shares of \$10 each.

The whole of the Premium received from the New Issue will be placed to the credit of the Permanent Reserve Fund.

The last Dividend paid by the Company was on the 6th November, 1891, being an Interim Dividend at the rate of 14 per cent., per annum on account of that year, and the Final Dividend for 1891 will be payable in MAY next. The New Issue will rank for the Interim Dividend to be declared in November next, account of 1892.

Forms of Application for the New Issue can be obtained at the Company's OFFICES over the Hongkong Dispensary or at the HONGKONG and SHANGHAI BANK.

By Order,

A. H. MANOELL,  
Secretary,  
Hongkong, April 9, 1892. 654

CHAS. J. GAUPE & CO.,  
Chronometers, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METHEOLOGICAL  
INSTRUMENTS.

VOYAGER'S CELESTIAL  
BINOCULARS AND TELESCOPES,  
RITCHIE'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY & IMPRAT CHARTS,  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,  
Christofle's & CO's ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY

in great variety.  
DIAMONDS

DIAMOND JEWELLERY,  
A Splendid Collection of the Latest London  
PATTERNS, at very moderate prices. 742

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANcIES for  
GENTLEMEN RESIDENT BOARDERS,  
at Kowloon, Victoria View.

Hongkong, May 13, 1892. 1388

THE MIKE COAL MINING  
COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been produced to be the BEST and the MOST ECONOMICAL of ALL the JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES of THIS COAL.

ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:

Freshness of the Coal.  
Uniformity of quality.  
Freedom from impurities.

Supply in any quantity on shortest notice.  
Quick despatch.  
Best of weight, etc., etc.

MITSUI BUSSAN KAISHA,  
Sodegaura.

Hongkong, April 6, 1892. 891

## To-day's Advertisements.

### VICTORIA RECREATION CLUB.

THE Annual General MEETING will be held in the GYMNASIUM of the Club, TO-MORROW, 26th Instant, at 5.30 p.m.

E. D. SANDERS,  
Hon. Secretary.

Hongkong, May 25, 1892. 944

### GOVERNMENT NOTIFICATION.

### WANTED

### THREE TELEGRAPH CLERKS

for Service in the GAP ROCK, CAPE D'AMARAL, and the OFFICE in VICTORIA.

Desire to be interviewed necessary.

Knowledge of the Morse code necessary.

Apply by Letter, stating qualifications and terms, to the HANSON MASTER before Noon on TUESDAY, 31st Instant.

By Command,

G. T. M. O'BRIEN,  
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,

Hongkong, 25th May, 1892. 945

### NOTICE.

### THE PUNJOM and SUNGHIE DUA

### SAMANTAN MINING COMPANY, LIMITED.

A Regular MEETING of the above LODGE will be held in the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st JUNE, at 8.30 p.m. for 9 p.m. precisely.

A Circular will be sent to each Shareholder in reference to the re-construction of the Company.

A. O'D. GOURDIN,  
Secretary.

Hongkong, May 25, 1892. 940

### CANTON DISTRICT.

### LOCAL NOTICE TO MARINERS,

No. 42.

### JUNK SUN OFF LANKEST ISLAND.

NOTICE is hereby given that a LARGE JUNK is SUNK in 36 fathoms to the Sunbi-East of LANKEST ISLAND with Mainmast standing about 20 feet above high water mark.

Lankest Island bears N. 50° 37' 30" W.  
Green Head N. 22° 30' 0" W.  
Sui Chan Pagoda S. 28° 7' 30" E.

The wreck is marked by a Red Flag, and if possible a Light will be exhibited at one of which, due notice will be given, so soon as the necessary arrangements have been made.

The above bearings are Magnetic.

J. H. MAY,  
Harbour Master.

Approved,

L. ROCHE,  
Commissioner.

Custom House, Canton, 24th May, 1892. 947

### DAKIN BROS. OF CHINA, LIMITED.

### CHEMISTS, &c.

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### ZETLAND LODGE.

No. 526.

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### NOT

# THE CHINA MAIL.

No. 0140.—MAY 25, 1892.

H.M.S. *Edinburgh* Hankow, on the 14th instant. H.M.S. *Archer* left Shanghai on the 18th for Hankow, and the *U.S.S. Monocacy* was under orders to leave for Hankow on Sunday last.

Owing to the uncertain state of affairs in Hankow, the *N.-C. Daily News*, *past*-ports have been sent to a German missionary who had intended working in that province.

The Imperial Maritime Customs Gazette for the first quarter of 1892 shows that the total collection for the first quarter of the 29th treaty ports was larger than in 1891: Tls. 4,181,400 against Tls. 4,164,831; and the *China* Tls. 141,359; at *Hankow* and *Looppa* Tls. 247,348 against Tls. 305,546; and at *Wuchow* and *Mangtza* Tls. 22,662 against Tls. 18,561 in the same quarter of 1891.

China's manager—or the remains of it—which was sold to the Great Chinese Gards for Tls. 6,000, is about to go on its travels again, as *Harmattan* and *Wind* have purchased it. Among the militia twenty-seven years ago, King Victor Emanuel was one of the men in which Mr. Blamey was then a partner. Another of the criminals is the one which was presented by the Emperor of Japan to Chiarini. It is said to be the largest boat in Asia. —*N. C. Daily News*.

## CORRESPONDENCE.

### THE PROPOSED RECONSTRUCTION OF THE PUNJAM COMPANY.

To the Editor of the "CHINA MAIL."

Hongkong, 25th May, 1892.

Sir.—I attended the private meeting of the *Punjam* and S. D. S. Mining Co. held yesterday and listened with great interest to the gloomy account by Mr. Blamey with regard to the Jiazi Mine in the development of which he had no hand and which over its present state to Mr. Borch, who has been devoting all his energy and capital also to make it what it is at present, whilst Mr. Blamey's find is the spot called *Bahau* about which much gloomy reports were sent at first, but it is strange that not a word was said about its development by Mr. Blamey when fresh capital was raised.

After Mr. Blamey, the Chairman (Mr. Orange) made some remarks and made the suggestion of reconstructing the Company with the view of getting fresh capital to resume possession of the Jiazi Mine from the London Company, which scheme he said was like the one suggested by Mr. Michta at the previous private meeting.

As far as I can recollect Mr. Michta's scheme was quite like that of the *Inauri* Mine, whilst the present one of the Chairman is quite unlike that of the *Inauri* Mine, knowing which, I was quite inclined to find that Mr. Michta was not present at the last meeting, did not say a word one way or the other for some reason best known to the two, I think, with the exception of the Chairman, which as far as I understand is to form a New Company to which all the assets and liabilities of the present or Old Company will be assigned and the shareholders of the Old Company will receive on payment of 50 cents per share an allotment of the New Company shares one, new for one old, of the value of \$4, with a further liability of \$1 per share to be called up as required. This I am afraid will not bring in fresh capital as easily as was supposed at the meeting, for there is no indication on behalf of whatever held out to go in for the new shareholders, and the Chinese shareholders would rather let their shares be forfeited than incur fresh liability.

And thus shares would be left in the hands of the directors, who will find it very difficult to induce the public to take them up for the same reason as above stated; whereas if the New Company were formed on the line of the *Inauri* Mine by leaving the value of the new shares paid up say \$2 or \$3 with the further liability of say \$2 or \$4, and forfeiting the shares not applied for in the New Company, then, I think, we firmly believe, they will be in a position of raising the fresh capital required, for those shares forfeited on the old line placed on the outside market, further would be induced

to take them by the Chinese shareholders.

It would be a good idea to let the Chinese shareholders who would rather let their shares be forfeited than incur fresh liability.

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### 2. Payment of an indemnity to the Christians.

### 3. Restatement of the Christians in their properties.

It is now four months since these conditions were settled, and not only has no trouble fallen on the malcontents who were designated by name, and who boldly struck about over the ruins they made, but they openly oppose the return of the Christians to their homes; it is only that they have threatened to cut the throats of a poor man who thought that his master's life was in danger, at the market at Lung-chow.

The *Wing-tung* are quite at their ease, because they know that they have the support of their mandarins. As a proof of this, I have only to mention that the sub-prefect of Ying-chow recently arrested a heathen named Chou Gay-tee; he had been a member of the militia, and was ordered by the competent authority to protect the church on the day of the *Liuk Kuan*. He was therefore out detached, and was the massacre of the twelve Christians and the burning of more than 250 houses at Lung-chow.

Recently, on the 24th March, the sub-prefect having had this man brought before his tribunal, put these two questions to him: 1. Are you the Chou Gay-tee who was invited by the missionary Pons to kill people? 2. How many persons did you kill? Chou replied, "I don't know the name of the missionary Pons; I have never seen him; and I have never killed any one."

The *Wing-tung* replied through his interpreter that he had employed Mr. Yu, finding him useful on the cosmic oration and in connection with the question of guns; but after what had been said to him by the *Wing-tung*, he was then put to the torture on the rack, and was beaten until he died.

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# THE CHINA MAIL.

No. 9146. — MAY 25, 1892.

**Mails.**  
CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.  
PROPOSED SAILINGS FROM HONGKONG, 1892.  
(SUBJECT TO ALTERATION.)

Empress of Japan | Saturday | May 28.  
Empress of China | Saturday | June 18.  
Empress of India | Saturday | July 9.

THE R. M. S. IMPERIAL OF JAPAN,  
Liner, 1,100 tons, R. R. C., Com-  
mander sailing at noon, on SATURDAY,  
the 24th May, 1892, with Her Majesty's  
Mail, will proceed to VANCUVER, via  
SHANGHAI, KOBE, INLAND SEA and  
YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

TO	One Way Fees.	Prepaid Return 4 Mo.	12 Mo.
Vancouver, Victoria, Es- quimalt, New West- minster, B.C.	225	338	384
Port Townsend, Seattle	225	338	384
Tacoma, Wash.	255	383	487
Portland, Ore., San Fran- cisco	275	413	492
Banff, Calgary, Alba	255	383	487
Winnipeg, Man.	275	413	492
Minneapolis, St. Paul, Du- luth, Minn.	295	428	499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443	517
Milwaukee, Wis.	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	315	458	534
Hamilton, London, Toron- to, Ont.	315	458	534
Buffalo, Niagara Falls N.Y.	315	458	534
Kingston, Ottawa, Ont., Montreal, Quebec, Que	315	458	534
New York, Albany, Troy, Rochester, N.Y.	315	458	534
Baltimore, Md., Philadel- phia, Pittsburgh, Pa., Wilmington, Del., Boston, Mass., Portland, Me.	315	465	543
Halifax, N.S., St. John, N.B.	315	475	560
Liverpool, and London via Liverpool	315	475	560
Paris via Liverpool and London	345	515	615
Havre, via Liverpool	355	525	625
Bremen, "	345	515	615
Hamburg, "	345	515	615

2nd class steamer and 1st class on rail,  
and 2nd class steamer and rail, also Steamer  
age Fares and Rates to other places, quoted  
on application.

The Steamers call at Victoria to land and  
embark Passengers.

Return Tickets.—Time limit for prepaid  
return ticket is reckoned from date of issue  
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers.

Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services to  
Europe, officials in service of China or  
Japan, and to Government officials.

Marco.—Through Bills of Lading issued to  
Japan, Pacific Coast Points, and to  
Canadian and United States Points.

CONSULAR INVOICES of Goods for United  
States Points should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of D. E. Brown, Assis-  
tant General Freight and Passenger Agent,  
Canadian Pacific Railway Company, Van-  
couver, B.C.

PARCELS must be sent to the Company's  
office with address marked in full by 6 p.m.  
on the day previous to sailing.

For further information as to Passage  
and Freight, apply to

E. HOLLOWAY,  
General Agent,  
OFFICE: Fetter's Street,

Hongkong, May 7, 1892. 833

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.  
(SUBJECT TO ALTERATION).

Batavia | Saturday | June 11.

A STEAMER | Saturday | July 2.

A STEAMER | Saturday | July 23.

Parthia | Saturday | August 13.

A STEAMER | Saturday | September 3.

AND THEREAFTER THE PERMANENT SERVICE  
OF THE COMPANY'S REGULAR STEAMERS.

THE S. S. BATAVIA, Captain HILL,  
sailing at Noon, on SATURDAY,  
the 11th, will proceed to VICTORIA,  
B.C., and TACOMA, and NAGASAKI,  
KURE, and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Points, and to Canadian and  
United States Points.

Consular Invoices of Goods for United  
States Points should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of The General Agent  
Northern Pacific Railroad Tacoma Wash.

Parcels must be sent to our Office with  
the address marked in full by 5 p.m.  
on the day previous to sailing.

For further information as to Passage  
and Freight, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, May 21, 1892. 920

SANTAL-MIDY.

The pure Essence of Santal ob-  
tained by Midy's process from the  
best Myroso wood.

SANTAL-MIDY entirely differ-  
ent from the Santal oil of the Indian Bazaars,  
is superior to Copal, Cetin, or  
Injebra, and is used in  
perfumery, ointments, and  
other articles.

SANTAL-MIDY cures all  
diseases of the urinary organs in either sex  
in 48 hours.

SANTAL-MIDY is contained  
in small round  
capsules, each of which  
bears the name (Navy)

SANTAL-MIDY Beware of  
imitations. All other capsules  
contain impurities, resin, oil  
&c., and are worse than useless.

SANTAL-MIDY is sold by all  
druggists and  
medicine dealers throughout the  
world.

Paris: 8, Rue Vivienne, 3.

For Sale by A. WILSON & Co., Chemists

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDEHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS, WILL CALL  
AT SOUTHAMPTON TO TAKE PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

## Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTOIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS, WILL CALL  
AT SOUTHAMPTON TO TAKE PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or mid-way between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the P. & O. Co.'s Office.

4. From Harbour to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Paddy's Wharf.

6. From Paddy's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

## SHIPPING IN CHINA, JAPAN, PHILIPPINES & SAIN-

WATER.

**WHAMPOA.**

*Name.* *Days & D.* *Destination.*

Ardey Brit. str.

Chaynon Chi. str.

Choyang Brit. str.

Doris Brit. str.

Dorothy Brit. str.

Fookang Chi. str.

Kwang Lee Chi. str.

Kwellin Brit. str.

Kwayang Brit. str.

Lokang Brit. str.

Piccioli Ger. str.

AMOTY.

In port on May 19, 1892.

**MERCHANT STEAMERS.**

Chowchowco German

Dentors German

Toonan Chinese

Voorwaert German

Yungching Chinese

**MERCHANT SAILING VESSEL.**

Cape City Br. 3 m. str.

**FOOCHOW.**

In port on May 18, 1892.

**MERCHANT STEAMERS.**

Oito German

Heskin Chinese

Wonchow British

**SHANGHAI.**

In port on May 18, 1892.

**MERCHANT STEAMERS.**

Gia I Chinese

Choyang Chinese

Ella British

Fuhwo Chinese

Fusang Chinese

Hideyoshi Maru Japanese

Kiangkwan Chinese

Kianglung Chinese

Kiangyu Chinese

Kin Ling Chinese

Kung Wo British